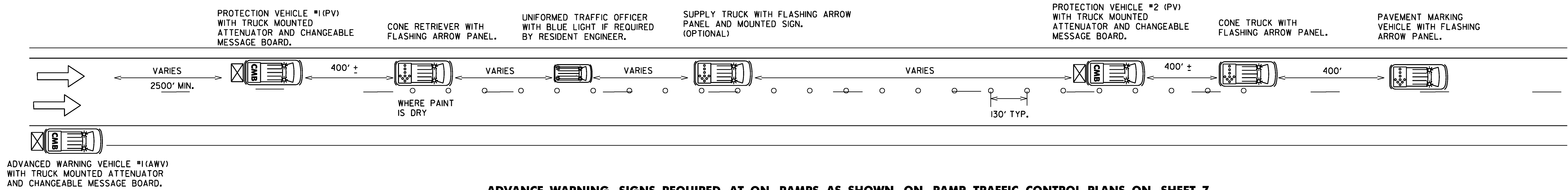


# LEFT LANE CLOSED CONTROL PLAN

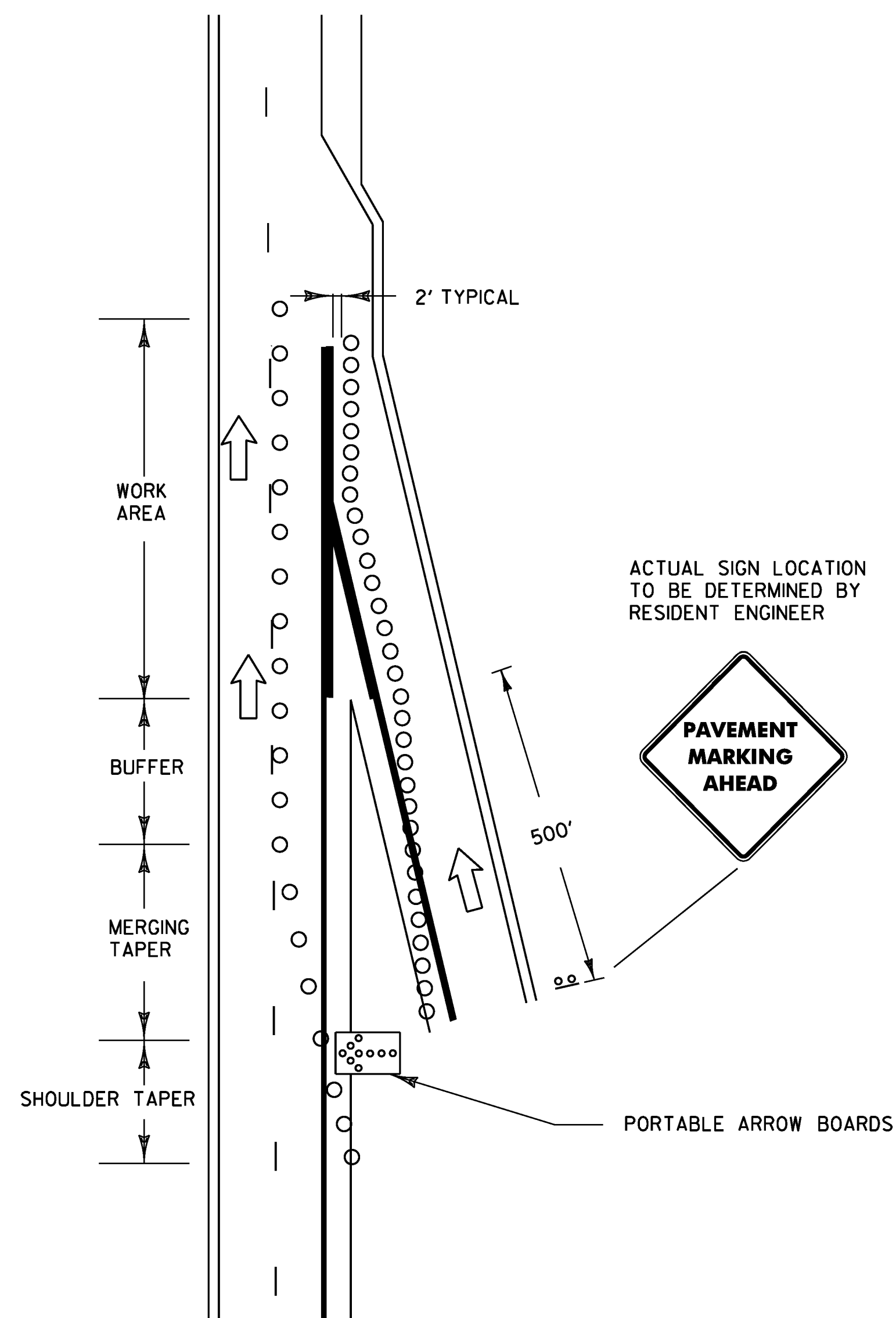
SEE NOTES ON SHEET 7



# RAMP AND GORE TRAFFIC CONTROL PLAN

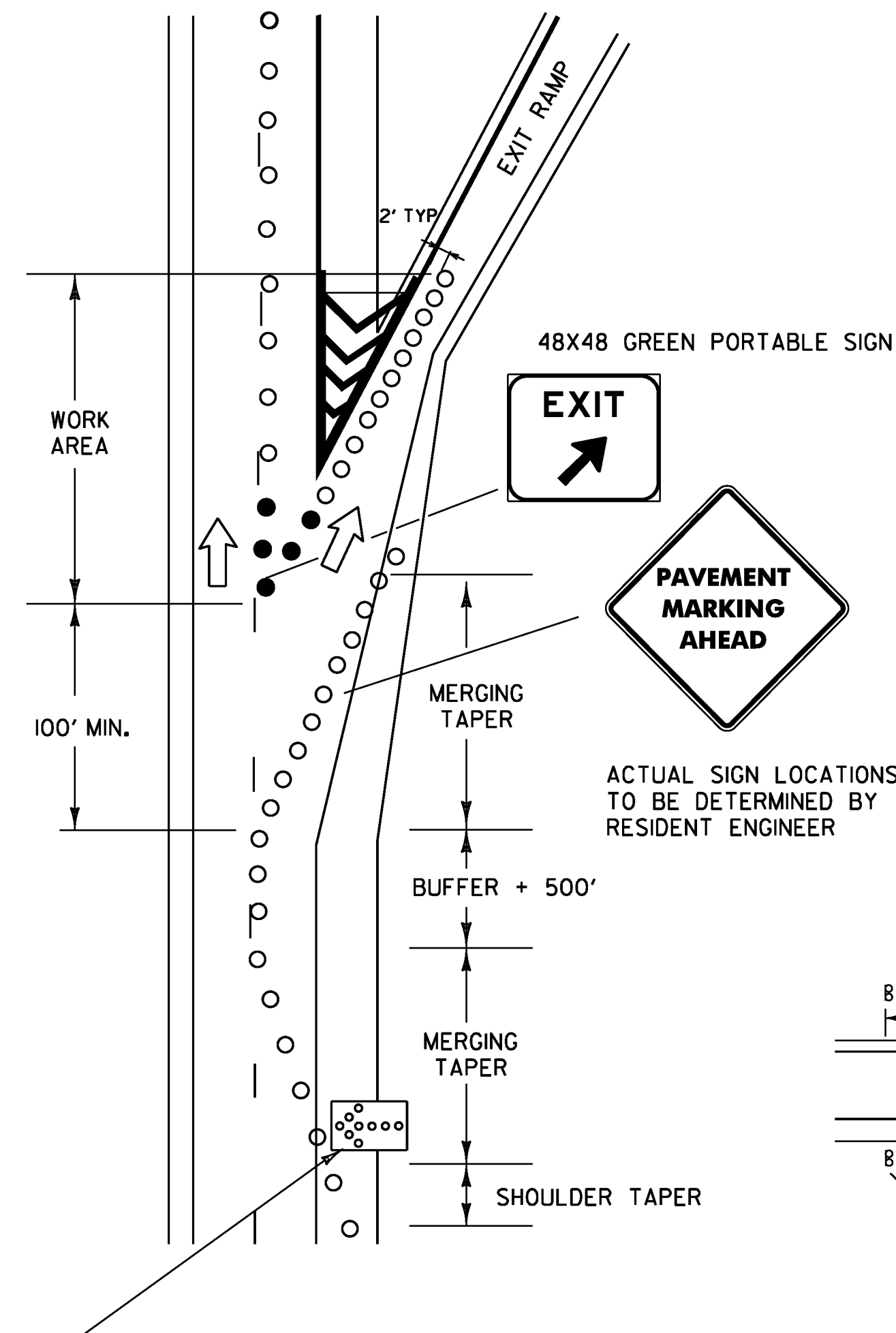
## MAINLINE LANE CLOSURE AT AN ENTRANCE RAMP

THIS DETAIL SHALL BE USED WHEN THE WORK ZONE INCLUDES THE ACCELERATION LANE.



## MAINLINE LANE CLOSURE AT AN EXIT RAMP

THIS DETAIL SHALL BE USED WHEN THE WORK ZONE INCLUDES THE DECELERATION LANE.



**TAPER LENGTHS**

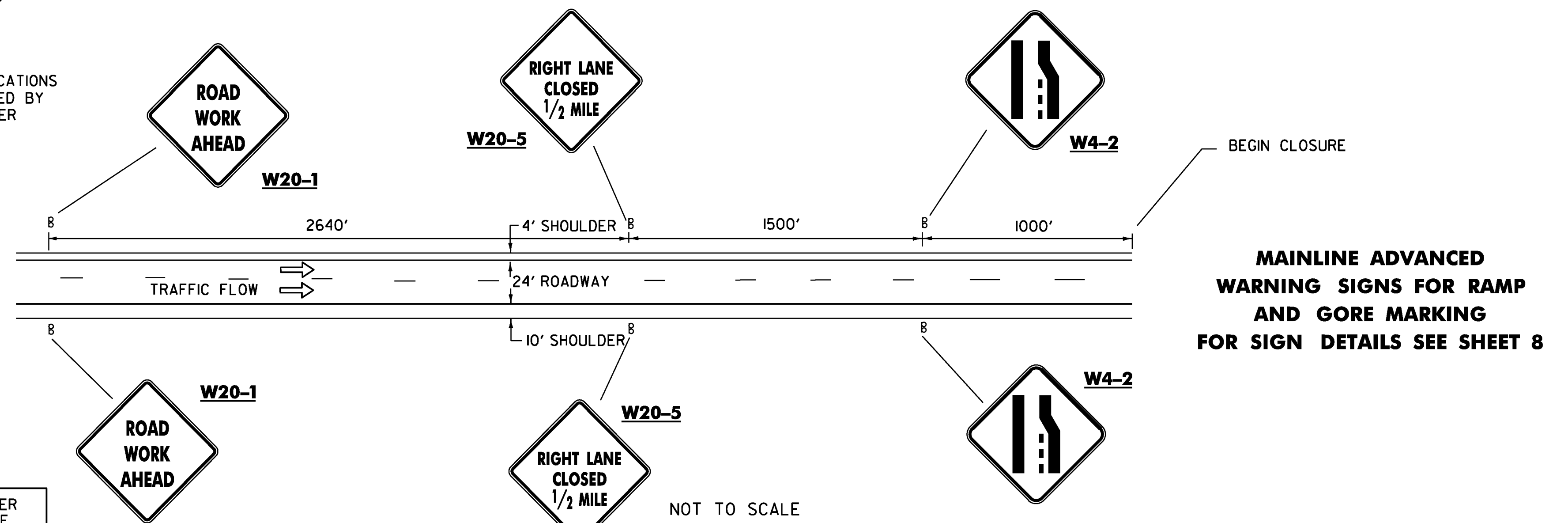
POSTED SPEED M.P.H.	MERGING TAPER 12' LANE	SHOULDER TAPER W=10'	BARRIER TAPER RATE	BUFFER SPACE (MINIMUMS)
40	320'	90'	9 TO 1	160'
45	540'	150'	-	270'
50	600'	170'	11 TO 1	300'
55	660'	190'	-	330'
60	720'	200'	13 TO 1	360'
65	780'	220'	-	390'

### NOTES

- ALL WORK VEHICLES USED ON THE INTERSTATE SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING OR STROBE LIGHTS.
- HAND WORK MUST BE DONE WITH A SPOTTER AT ALL TIMES.
- CONE TAPERS SHALL BE USED TO DIRECT TRAFFIC AROUND WORKERS AND WET PAINT ON RAMP.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXPLAIN WHERE THE UTO SHOULD BE LOCATED TO WARN OF POTENTIAL DETOURS. BACKING ACROSS EXIT RAMP IS PROHIBITED BY EITHER THE CONTRACTOR OR UTO.
- UNIFORMED TRAFFIC OFFICER (UTO) REQUIRED FOR NIGHT WORK, WHEN ANY WORK IS BEING DONE ON RAMP AND AT OTHER TIMES AS DIRECTED BY RESIDENT ENGINEER.
- THE NUMBER OF CHANNELIZING DEVICES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON FIELD CONDITIONS.
- CHANNELIZING DEVICES SHALL BE PLACED AS FOLLOWS:  
TAPERS - DEVICES SHALL BE SPACED A MAXIMUM OF "S" (THE SPEED LIMIT IN FEET) APART.  
TANGENT - DEVICES SHALL BE PLACED 2 X "S" (THE SPEED LIMIT IN FEET) APART.
- ALL DISTANCES ARE DESIRABLE MINIMUMS, FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.
- CONE VEHICLES SHALL HAVE PROTECTIVE CAGES TO PROTECT THE PERSON PLACING AND RETRIEVING CONES.
- ALL SIGNS SHALL BE IN PLACE BEFORE WORK BEGINS ON RAMP OR GORES.
- MAXIMUM ALLOWABLE LANE CLOSURE IS 3 MILES.
- CONES AND DRUMS ARE TO BE PAID AS PART OF TRAFFIC CONTROL.

### LEGEND

- INDICATES TRAFFIC FLOW
- FLASHING ARROW PANEL
- TRUCK MOUNTED ATTENUATOR
- CHANGEABLE MESSAGE BOARD
- 28" RETROREFLECTORIZED CONES
- RETROREFLECTORIZED PLASTIC DRUMS
- MARKING OPERATIONS VEHICLE
- UNIFORMED TRAFFIC CONTROL OFFICER WITH BLUE LIGHT



**MAINLINE ADVANCED WARNING SIGNS FOR RAMP AND GORE MARKING FOR SIGN DETAILS SEE SHEET 8**

## LEFT LANE AND RAMP AND GORE TRAFFIC CONTROL PLAN

PROJECT NAME: **STATEWIDE**  
PROJECT NUMBER: **IMG MARK(111)**

DESIGN FILE NAME: Ila008.dgn  
PROJECT MANAGER: A GAMBLE  
IPARM FILE NAME: Ila008+cpl.i

PLOT DATE: 10-MAR-2011  
DRAWN BY: KAS  
SHEET: 6 OF 29